



1999 - 2



The above photo was sent in by Robert Frederick of Seattle, Washington.  
Left is SSN 696- U.S.S. New York in a Boonea Farm wine bottle.  
Right is SSN 585- U.S.S. Skipjack in a Hogen David Bottle.  
Both are in colored water . Thanks Bob.

**JOURNAL OF THE SHIPS-IN-BOTTLES  
ASSOCIATION OF AMERICA INC.**

# The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

**COPYRIGHT 1999** by the Ships-in-Bottles Association of America. ALL RIGHTS RESERVED. No part of this manuscript may be reproduced in any form without the express written permission of the publishers.

**MEMBERSHIP** in the Association is open to any person, regardless of ability as a ship-in-bottle builder. For a membership application, please write to the Membership Chairman - DON HUBBARD, P.O. Box 180550, Coronado, CA 92018 U.S.A. **ANNUAL DUES ARE \$38.00** per year, for both North American and Overseas members, except for Overseas members wishing to receive The Bottle Shipwright, via first Class Mail. The dues for those members are \$38.00 per year. Dues should be sent to DON HUBBARD at the above address.

**DO NOT SEND CASH. SEND CHECK OR MONEY ORDER ONLY.**

**ARTICLES & PHOTOGRAPHS** for publication in THE BOTTLE SHIPWRIGHT should be sent to the Editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the Association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED.** Articles taken from another publication will not be used without express written permission, from that publication. A copy of the permission slip to be used appears in each issue of THE BOTTLE SHIPWRIGHT. Authors submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above.

**DEADLINE** for submission is the second month of each quarter.



**BACK ISSUES** of The Bottle Shipwright are available from SAUL BOBROFF, 31 WASHINGTON STREET, BEVERLY, MA 01915 U.S.A. Cost is \$4.00 per issue for North American Members including postage. Overseas members cost is \$6.00 per issue. Please send check or money order payable to Saul Bobroff. **BADGES, PATCHES, DECALS**, for the Ships-in-Bottles Association of America are available from RAY HANDWERKER, 5075 FREEPORT DR. SPRING HILL, FL 34606. Please send check or money order payable to RAY HANDWERKER. The 4 inch embroidered patches are \$3.00 each. The 3 inch decals with easy peel backing are \$1.25 each or 2 for \$2.00. The 3 inch metal badge with our emblem is \$4.00 each.

**HATS & T-SHIRTS** are available in white only. The baseball caps with emblems are \$6.00 each. White T-Shirts with the emblem come in small, Medium, Large for \$15.00 each. Extra large add \$3.00, Extra/Extra Large add \$5.00 each. Please send Check or Money Order Duly PAYABLE TO: Raymond Handwerker at 5075 Freeport Drive, Spring Hill, Florida 34606 U.S.A. Overseas members add \$2.00 for shipping.

There are a very limited number of 10th Anniversary full color back issues available from Saul Bobroff, at a cost of \$10.00 each. First come first served. Overseas members add \$2.00 for shipping/handling.

# The Bottle Shipwright

Volume 17 Number 2.

## Association Officers

JACK HINKLEY ..... President  
FRANK SKURKA ..... Vice-President  
DON HUBBARD ..... Membership/Treasurer  
RAY HANDWERKER ..... Editor  
SAUL BOBROFF ..... Back Issues

## Regular Features

FROM THE PRESIDENT  
FROM THE EDITOR  
FROM THE MEMBERS  
BOOK REVIEWS

RAY HANDWERKER ..... Decals/Patches  
ON THE COVER: A pair of Bob Fredericks  
Subs in colored water

BACK COVER: Tow view of Tom  
Chalmers "Freemason".

## TABLE OF CONTENTS

Plans for 64' Distribution Box ( L Type ) Boat-----	3-4.
Steamboat A Cowin- C.L. Don Bradley-----	5-8.
The Password- Bob De Jongste ( solution T-Shirt pg.)-----	9.
Modeler's Lexicon / Spindrift / Books- F. Skurka-----	12-13.
Table Top Work Bench / Dowel Centering Jig / Tapering Jig for Spars	
Planked Decks / Hull Splitting Jig-----	14-20.
Notes from the Membership Chairman- Don Hubbard-----	21-22.
From the Members-----	23-25.
General Interest Material about SIB'e- Jack Hinkley-----	26-27.



THAT IS ALL!

## the prez sez.....ATTENTION ON DECK! THIS IS THE CAPTAIN!!

In the last issue Don Hubbard and Frank Skurka each reported that they had seen the Public Broadcasting Station WGBH Antiques Roadshow program " Kid Collectors" in which an appraiser, after appraising a ship in an old Haig and Haig pinch bottle, told the youngster that the " folk art " of building ships-in-bottles originated in the orient around 1780-1790. I set about to find the name of the appraiser to ask him the source of his information so that it could be added to already known information and perhaps open a new road to the truth. After some difficulty a very nice lady at WGBH gave me the name which I assumed was the appraiser and I have written a letter to him through WGBH seeking the information I wanted to know. I am sorry to report that as of this writing I have had no response. I will keep you advised should there be a response.

Welcome to each of the new members. From the photos that some have submitted, a lot of excellent bottle-ship building is being done by them. Keep it up.

HIT THE BOTTLE

*Jack* 1.

Send Material for the Editor to -----  
5075 Freeport Drive, Spring Hill, FL. 34606

Ray Handwerker



As I write this Frank Skurka is continuing to negotiate with Mystic Seaport Museum for a conference in 2000. I have also heard that we may be joined by a contingent of SIB'ers from Europe. And Frank could still use some help with mystic. If you live within a reasonable distance and can check out local hotels and motels or public transportation drop him a note, at 2447 Aron Dr. North, Seaford, New York 11783.

Frank has also written a very fine proposal for a Bottle Ship Museum in the City Of New York. It is also now in the works and I will keep you informed of its progress. If our proposal is accepted it will be the first Museum devoted to Shipa-in-Bottles in the United States.

Now- Lets refill those bottles.

#### WELCOME ABOARD NEW MEMBERS.

Alan W. Barracough, 1243 Disston St. Philadelphia, Pa. 19111.  
Dennis Bladine, 240 Charlotte Blvd. Stockbridge, Ga. 30281.  
Joseph P. Dearle, 6827 Guyer Ave. Philadelphia, Pa. 19142.  
Karl J. Dennis, 25-40 31st Ave. Astoria, New York. 11106.  
William S. Johnson, 10219 East Brookside Dr. Baton Rouge, La. 70818.  
Stavan J. Nelson, 122 N. College St. Cedar town, Ga. 30125.  
Thomas H. Smith Jr., 1488 Brandon Sq. Lawrenceville, Ga. 30044.

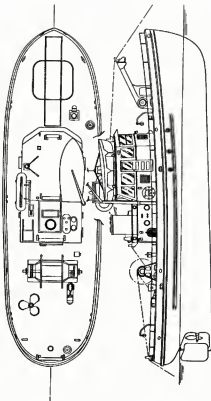
#### ADDRESS CHANGES.

Gilbert Charbonneau, 982 Cross Point Rd. Edgecomb, Maine, 04556.  
Trevor L. Gabb, 5 Bedell Cran. Whitby Ontario L1R 2N8 Canada.  
Duncan Gray, The Crow's Nest. 72 Pontac Rd. New Hareke, Redcar & Cleveland. T111 8AN England.  
Patrick McVeety, 5218 Grande Palm Cir. Delray Beach, Fl. 33484-1362.  
Glen A. Rogers, 779 Forest Ave. Orono, Maine, 04473.  
Robert Walch, 709 Cantanial Ave. 1st Floor Apt. Sewickley, Pa. 15143.  
If I missed anyone, my apologies, and drop me a line for a correction in the next issue.



C.L.Don Bradley mermaid carving above holds a "Cin-U-Wine pearl which I found in my baked oysters, while eating supper at the Inn in Mystic, Connecticut.

64' DISTRIBUTION BOX (L TYPE) BOAT



# 64' DISTRIBUTION BOX (L TYPE) BOAT—Continued

Purpose	To set and recover mine distribution boxes
Capacity	416 crates working load 2.5 tons (5610 lbs)
Crew	6 men
Length overall	64' 3"
Beam	18' 9" maximum
Draft	6' loaded
Pull load displacement	72.34 tons (162,641 lbs)
Boating weight	67.08 tons (150,359 lbs)
Steered by	Belly hands
Construction	Recessed bottom, steel
Speed	9.5 knots at full load displacement
Fuel capacity	1,280 gallons
Range	110 vertical miles at full power and full load
Navalops Drawing No.	58209-201-44-973892
Stock No.	52940-274-4885
Engine details	1—6-cylinder diesel, 255 hp at 2,100 r.p.m. emergency, 145 hp at 1,800 r.p.m. combustion; Detroit Diesel Engine Division model 441E11L, inboard; heat exchanger, 24-volt electrical system. Stock No. 879-E 52737-4183
Propeller details	1—52" D by 22" P by 23" bare, rh, rotation

## TWISTED SAYINGS

1. Save the whales. Collect the whole set.
2. A day without sunshine is like, night.
3. On the other hand, you have different fingers.
4. Hard if you love peace and quiet.
5. He who laughs last thinks slowest.
6. Eagles may soar, but weasels don't get sucked into jet engines.

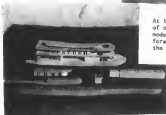
# Steamboat A Comin'



At left, sketch of materials used for building a sternwheel river steamboat which I have dubbed "COTTON BLOSSOM", as common sewing thread, stiffened with glue was used throughout the building of the model.



Shown at right some of the forms used for winding the thread. things not shown, but proved to be very useful was a hi-ball glass, a narrow strip of sheet plastic and large and small bottle caps.



At left, work commences to the scale of one inch equals forty feet and the model starts to take shape. In the foreground, some of the forms on which the parts were worked.





On The Mays.  
Awaiting stacks, rails,  
sternwheel and an array  
of other small parts.



Finally!  
Finished in the yard.



Rollin' on the river.



G. Don Bradley



#### COTTON BLOSSOM

Five years ago, at the SIBAA Conference, in St. Michael's NS, I gave a presentation on using glue stiffened thread to make small boats and other chandlery for bottle ships. I brought a display of ships wheels, anchors, paddle wheels for stern wheelers, and side wheelers. I also used this method to make a small topsail schooner. A few of the members were taken with this idea, and gave it a try. I have photos from some of the members who tried this method, and I must say they did as good as I did, if not better in making their models.

Since the conference, I have continued to work with this method, using thread to make flags, pennants, sails, decking and deck houses with doors and windows, flag poles, hoist booms and smoke stacks, just to name a few. With all the experience making these items, the seeds [idea] for the 'COTTON BLOSSOM' were planted.

I decided to make a larger model than any I had made in the past, and as I had tried several sailing ships and boats using this method, I chose for my model a Mississippi River sternwheel steamboat. This vessel was built to a scale of one inch equals forty feet. I carved forms on which to shape the hull, some of the cables and the pilot house. Winding the thread around various objects to form a sort of ribbon with the thread made the work of planking a deck or making a cabin go a lot faster. I used a set of plans for the sternwheeler, City of Monroe, and started to scale down the large plans the night of 18, January, 1999, and finished the model on 31 March, 1999. I can never seem to keep a log of the hours I work on a model. I get caught up in the making of the model and the time spent working on it seems of no consequence. I can safely say this one took a lot of hours.

This model was quite a challenge and a bit tedious, but I enjoyed every minute of its building, and was very pleased with the results.





Little Skipper, Aaron forck  
eases the helm, as he works  
the big iron barque STAR of  
INDIA through heavy traffic  
in San Diego Harbor California.

Aaron is the grandson of  
E.L. Don Bradley of Norton  
Illinois.

## The World's Easiest Quiz

1. How long did the Hundred Years War last?
2. Which country makes Panama hats?
3. Where do we get catgut?
4. In which month do Russians  
celebrate the October Revolution?
5. What is a camel's hair brush made of?
6. The Canary Islands in the Pacific are named after what animal?
7. What was King George VI's first name?
8. What color is a purple flash?
9. What country do Chinese gooseberries come from?
10. How long did the Thirty Years War last?

Answers on the T-Shirt ad page.

### THE PASSWORD:

The famous buccaneer Jean Lafitte, who ruled the Gulf of Mexico from Galveston, had invited some of his captains for a secret meeting aboard of his flagship "St. Malo". He had given them a password so that no spy could come aboard his ship. Nevertheless a spy was hiding between some big crates on the quay. The first captain came along and the sentry at the gang-board called "twelve" after which the captain called back "six". The spy understood the method immediately. Divide the number by two, but to be quite certain he waited for the next captain. The second captain arrived and the sentry called out "six". The captain answered "three" and was allowed on deck. The spy was quite certain of his case and he neared the gang-board. The sentry called out "ten" and the spy called back "five". He was immediately riddled with bullets. Why was he killed?

Somewhere in this journal you will find the answer.

Bob de Jongste, Netherlands.

Jean Lafitte had instructed the captains to count the number of characters in the given word, so when our spy heard "ten" he should have answered "three" instead of five.

### MORE TWISTED SAYINGS

7. The early bird may get the worm, but the second mouse gets the cheese.
8. When everything's coming your way, you're in the wrong lane and going the wrong way.
9. If at first you don't succeed, destroy all evidence that you tried.
10. To succeed in politics, it is often necessary to rise above your principles.
11. Two wrongs are only the beginning.
12. The sooner you fall behind the more time you'll have to catch up.
13. Change is inevitable except from vending machines.
14. How many of you believe in telekinesis? Raise my hand...
15. If at first you don't succeed, then skydiving isn't for you.

## MODELERS' LEXICON BY F.J. SKURKA

### **RELAYING PIN**

- : A wood , iron or brass pin shaped cylinder having a larger diameter to its upper part , which fits into a hole in a pin rail or fife rail for securing running rigging. The line is passed alternately round the pin on top and underneath the rail in a figure eight pattern.

### **RELFAST BOW**

- : The bow of the vessel that racks forward of the waterline. It reduces damage in case of collision by striking the other ship above the water line. Also reduces pitching due to more bouyancy when plunging bow first in heavy seas. Also provides more storage space forward. First constructed by Harland and Wolfe of Belfast , although it is not unique to Belfast.

### **RELFRY**

- : In old wooden sailing ships , an often highly decorated shatter built over and around the ship's bell.

### **BELL-BOUY**

- : A floating ( usually un-lighted ) beacon fitted with a bell so installed as to ring by wave motion.

### **BELL-PULL**

- : On older steam ships a wire connection between the engine room and the bridge by which a gong or bell is sounded , relaying engine speed and direction signals .

### **BELL-SHIPS**

- : A bell of specified size, placed on board where the sound cannot be obstructed, usually placed forward on the fore-castle. It is rung under the regulations for preventing collision. When anchored in fog as a warning to other vessels , to sound the general alarm and to keep time. the bell is struck every half hour during the watch. Watches are: Midnight- 4AM, 4AM-8AM, 8AM-Noon, Noon -4PM, 4PM-8PM, 8PM-Midnight. In the early day's a sand glass, in which the sand took one half hour to run through, was used to keep time. In a four hour watch, one bell was struck for the first half hour, two at the first hour and so on until eight bells is struck at the end of the watch.

### **BELL-ROPE**

- : A short length of rope ( usually highly decorated with fancy knot work ) attached to the slapper of the bell by which it is rung.

### **BELLY**

- : The swelling of a sail.

### **BELLY-BAND**

- : A band of canvas sewn across the mid point of a sail to give it extra strength. The belly of a sail is also sometimes defined as the point between the bottom of it and the first row of reef points.

### **BELLY**

### **HALYARD**

- : One of the gaff halyards. A halyard is a rope which raises a sail or spar. The spar at the top of a square fore and aft sail is called the gaff. Normally there are two halyards used to raise the gaff and with it the sail; these are the throat halyard and the peak halyard, located at either end of the gaff . Sometimes, extra support is necessary and a third halyard is attached to the middle of the gaff and is called the belly halyard.



## SPINDRIFT by F.J. SKURKA

Coat hanger wire which is widely used by model bottlers, usually comes in three diameters: 0.081" ( no. 46 drill ), 0.093" ( no. 42 drill ), and 0.098" ( no. 40 drill ). The wire can be bent and shaped to create a variety of tools. With regard to making a tool to clean the inside of the bottle, cotton swab's are invariably used. In days gone by, the handles of the swab were made of 1/16" diameter wood; today they are made of tightly rolled paper/cardboard or hollow plastic. Made by various manufacturers, their length is about the same: 3"-3 1/4". The thickness and diameter of the handle vary. The round paper/cardboard ones are not worth bothering with. The hollow plastic ones are.

Swab's made by Johnson & Johnson (JTM) when cut in half fit nicely over the 0.098" wire, while the swab's made by Chas. H. Ponds makers of "Q-Tips" (HTM) fit snugly over the ends of the 0.081" wire. To ease forcing the swab on the wire, round and taper the wire ends with a smooth file, emery cloth or sandpaper. With a tight fit, no glue is necessary and the used tip is easily replaced.

Duckwork's Woodcrafts - 7736 Ranch View Lane, Maple Grove MN. 55311-2100, 1-800-420-5921, Fax (612) 420-5519 [web@duckwork.com](mailto:web@duckwork.com) Carries a wide variety of supplies for home-based crafter's most specifically, a good supply of Finnish and Baltic Birch at reasonable prices. For example 1/8" 3 ply Finnish Birch, double clear, single sheets 10"x10" cost \$3.49.

They also carry dowels, sandpaper, glass, paints, scroll saw blades, brushes and other products for hobbyists.

The United States Postal Service, stamp fulfillment services, P.O. Box 419424, Kansas City, MO. 64141-8424. Call 1-800-Stamp-24, offers a unique set of stamps for those interested in ships and maritime themes. In the latest international collection they present: Sailing ships of Australia, depicting "Polly Woodcote", "Alma Doepel", and "Lady Nelson". There are similar stamps from Canada, commemorating its Naval Forces, featuring the "HMCS Sackville" and "HMCS Shawinigan". Also of interest, is a souvenir sheet of the sailing vessel "Marco Polo".

Canada and Australia commemorate their maritime links with this Canadian built vessel that took emigrants to Australia. The sheet shows two different oil paintings of the vessel. Another stamp depicts a portrait of William Ross, the Naval Architect who designed the "Isenore" an innovative schooner known as "The Queen of the Salt Banks". Israel has produced a souvenir sheet, in honor of the world stamp exhibition - Australia 1999 and in keeping with the exhibition's maritime theme, it depicts an ancient wooden boat which was discovered in the Sea of Galilee in 1986, as well as a reconstructed model of the same boat. Ireland celebrates its maritime history with four stamps featuring famous ships that played a big part in Irish History- the "Polly Woodcote", the "TIERN" the Royal National Lifeboat Institution (RNLI) and the "Titanic". They also celebrated the tall ships race where ships of four countries competed in the Cutty Sark race which finished in Dublin. This special souvenir mini sheet featuring Vasco Da Gama was issued in honor of the Portugal 1998 stamp show.





## BOOKS

BY  
Francis J. Skurka

The Low Black Schooner  
Yacht "America" 1851-1945.  
by John Roumaniere.

This soft covered book, is unique in several respects. In that it was written as a new history of the famous yacht "America", based on an exhibit held at the Mystic Seaport Museum in 1986-1987 which was co-sponsored by the New York Yacht Club. The author is a well known and highly respected yachting historian who has written more than ten books on the subject. Another factor is that the captions were written by R.A. G. Fuller, Curator of Mystic Seaport Museum and Stuart L. Parnes Associate Curator for exhibits, who formed a team effort with several people from the museum staff, the New York Yacht Club Historical Committee and Librarians and Curators from the G.W.Niant White Library and the Stevens Institute of Technology.

A while back the museum acquired the best rigging plan of "America", which had not been previously seen by scholars. Another lines and sail plan were found at the New York Yacht Club. These new insights to the most famous yacht in the world, brought about the idea for an exhibit and a book. In addition, Colin E. Ratsey donated the original sail plan drawn in 1852 and with the assistance of the New York Yacht Club, providing memorabilia and source material, the museum staff with other materials from other private collections and museums organized an exhibit and wrote the book which included a complete biography of the vessel.

The book documents the early history of the era when Prince Albert, consort of Queen Victoria, sponsored the great exhibition of 1851, in which Science, Art and Industry would be presented to the world so that "Nations will be able to direct their further exertions".

Held at the enormous, new glass hall, called the Crystal Palace. Jewellery, American farm equipment, Prussian firearms, paintings, statues, telegraph and photographic equipment and modern products of the Industrial revolution were to be seen.

In the United States, at the same time, William Brown launched the "America". He built her on speculation that she'd beat any yacht around and would be bought by a syndicate of members from the New York Yacht Club who would take her to England for the great exhibition. An English merchant proposed that a U.S. vessel be sent to the exhibition to represent American ship building skills.

The book tells the history of the New York Yacht Club, the men involved, the designers, builders and provides the details to the most famous race in yachting- around the Isle of Wight, referred to at the time as "notoriously one of the most unfair to strangers that can be selected".

The prize was the "Royal Yacht Squadron 100 pound cup," or "Squadron cup", or "Queen's cup", or "The 100 Guinea cup" and finally the "America's cup". At the time it's cash prize was \$541.00. Detailed also are the race, contenders and events before, during and after the race.

Returning home in glory after winning the race, she continued racing until the civil war and was used by the confederacy as a blockade runner, named "Comilla" and later "Memphis". In 1862, when Jacksonville, Florida, was captured by Union troops, the rebels scuttled her 70 miles up the St John's river.

Lt. Thomas H. Stevens USN, found her, raised and restored her and she became part of the fleet blockading the south. She also served as a training ship for midshipmen at the Naval Academy at Newport, Rhode Island.

Overhauled, repaired and re-rigged many times, she continued to race

**BOOKS. The Iow Schooner ( continued )**

and cruise until 1901, the fiftieth anniversary of the Squadron cup race, her fifty-first and last race. In 1921, the Eastern Yacht Club turned her over to the U.S. Naval Academy at Annapolis, Maryland, where she became an exhibit vessel.

Falling into deep disrepair, she was scrapped in 1946. A model of her was made from a piece of good wood that was left and the shipyard received \$990.90 credit for the sound wood and lead recovered. That model is in the Academy Museum.

This book has over 65 paintings, illustrations and photographs with a pull out rigging plan and lines plan of "America". Also provided is a source list for plans and details of the vessel.

This book is a very interesting read and is well worth the price. I paid \$9.95 plus \$4.75 shipping From:

Ship Builder's Shop

P.O.Box 128

Cedarburg, WI. 53012.

It can also be purchased from:

Nystic Seaport Museum Stores

Nystic, Conn. 06355.



New Member Jack Youngblut of Ontario Canada sent in the photo here of his work, "Sailing Grandfather's Schooner".

The Grandfather was carved and cut into 15 pieces, then doweled, then painted.

The Jug is a 1/2 gallon wine jug with a 7/8" neck opening. It is 6" round and 10" high.

The young boy is cut into 10 pieces, doweled and painted.

Both were mounted on little logs that were mounted on pegs that were glued onto a small platform that was placed under the clay.

Beautiful work Jack and thanks for sending it in.



**s/v RENAISSANCE**  
**San Francisco, CA**  
**USA**

Current Position:  
Fast Craft Marine  
Republic of South Africa  
Latitude 28° 41' South  
Longitude 28° 04' East

Home Base:  
3362 Superior Lane Suite #200  
Berkeley, MO 20715-1900  
USA  
e-mail: [rls@jagthe.net](mailto:rls@jagthe.net) web: [rls.net](http://rls.net)

March 15, 1999

Dear Ray,

The enclosed projects are for The Bottle Shipwright and they are long over due, but we had a very busy 1998 as we sailed across the Indian Ocean and explored many out of the way places in the process. We are now in Richard's Bay, South Africa for a refit and will stay here for at least a year as I rebuild the engine and windlass and a sort of other things now that we are somewhere where we can get parts and assistance if necessary. The first thing I did when we got here though was build the iron clipper TIMARU in a pinch bottle. While I was building I got a mail package and a copy of your publication and saw the E-mail addresses and sent off an inquiry to Don Hubbard, he was very helpful so I decided I could spare a day or so to send in these drawings as a type of payback so to say. I hope to send stuff like this in more often if it is useful to other members. I think each drawing contains enough info to get the idea of how to reproduce what I have done but just in case you need more I'll give you a bit more on each drawing.

**TABLE TOP WORK BENCH**

This project started with an old cutting board that I used to build ships and a lot of other projects on board. I used task for the jaws of the vices and maple dowels for the slides. I got the tolerance on the holes very close and then sanded a bit and used bees' wax to make them slide easily. The threaded stock I used was stainless steel as I live on a sailboat and everything is stainless. The nuts in the jaws and bench are set in epoxy but the fit is so tight I don't think that was absolutely necessary. The 3mm metal cover countersunk in the bench was a bit of stainless from an old water tank I cut up for bits a few years back. I epoxied the nut into place then added the 3mm cover so it too is glued down well. The holes on the jaws and bench are situated to extend the useful length of the vice and I also use them to keep jigs in place that keep the bottle steady, and help with other aspects of ship bottling.

**DOWEL CENTERING JIG**

This project came about because of the vast amount of holes I use when building clipper ships. The last one I built had two crow's nests on each mast and this jig still



made each hole dead center. When I got the idea of what I wanted to do I wasn't too sure that my tiny 0.5mm bit would drill the aluminum without breaking. I went slowly though and was very careful and it was a fairly easy job. The block I use is flat on the top but I may put a groove in the next one to see if I like that. The cornering vee is easily used without the block and if made small enough you'll find a lot of uses for it.

#### **TAPERING JIG FOR SPARS**

This jig came about because of a need to add some uniformity to the spars on my clipper ships. I found it hard to get fifteen or more yards to shape I wanted. The dremel jig shown is drawn slightly small than the one I use, but you need to keep in mind the size of your tool when building this. Remember you have to use a c-clamp to hold it in position when you build yours. Once that is completed, you can make level vee's in your wood stock and these are really helpful for gluing up the sections on three piece masts. I make a 6-7 inch piece with three or more different depth vee's in it and then cut it up into different size sections depending on what job I want to complete. The tapering comes when you glue the tongue depressor to the end of the wooden stock and then run that through your tool. Cut the tongue depressor off and that jig is great for making very small yards and masts with a lot less trouble.

#### **PLANKED DECKS**

I've used this technique on all my ships and have had great results. Once you have done it on one ship it is quite easy to repeat. A friend of mine who got interested in SIB's started the idea of adding black paint to the glue to make the seams show up more clearly. Before that I used to color the side of each toothpick with a felt marker. The black glue is easier and creates much better results. I always make a couple of sections of decking to keep in my project box for different uses on ships.

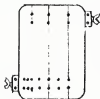
#### **HULL SPLITTING JIG**

The HMS Victory is a ship I've always wanted to build. When I first started to work on the problems of building this ship the first thing I decided I'd have to do is split the hull along the sheer line at least eight times. This jig is the result of that effort. It successfully split the hull eight times and when put back together and painted you cannot see the cuts. There are lots of ships that need splitting and I've found that the sheer line is a good place to cut as there is usually change of color or gun ports to hide the cut completely. The next clipper I build with skysail or moonsails will have its hull split so I can get all the rigging in the bottle with less chance of problems. Once you have made a jig you'll be surprised how many ships have similar sheer lines at the scales we work at. Our set of back saw blades once shaped can be used again and sometimes with very little modification.

Well Ray I hope these are of some use to you and the other members. I have enclosed a self-addressed envelope and if you look in it you will find two US dollars for the postage. I left the USA on this three-year cruise around the world in 1986 and I have only been back once during that time so good old USA stamps are unknown to me (I'm not even sure how much a stamp costs nowadays, I must remember to take a look at the stamp on the next letter I receive). I hope this is okay with you. Thanks.

Cheers,

Bob



I made my work bench from an old cutting board 52cm x 28cm x 2 1/2 cm. The vise detail below is to scale. I cut the vise jaws, then using a doweling jig I cut the dowel and threaded stock holes.

The dowels are screwed and epoxied to vise jaws. Use beeswax to lubricate dowels. When I completed the vises I drilled an assortment of holes for 1" pieces of a solid aluminum curtain rod, to enlarge vise capacity.

When I finish a project I longboard entire surface with 320 grit, then coat with hot linseed oil. This keeps the surface very hard. On the bottom of the board I routed in 10cm stripe longitudinally and glued in 3mm cork stripe.

It protects bottom and also makes a good pin up area for projects.

3-1-b

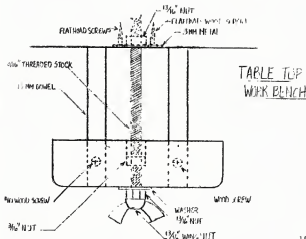


TABLE TOP  
WORK BENCH

## DOWEL CENTERING JIG

YOU'LL NEED A SECTION OF 2x2 CM ALUMINUM ANGLE SECTION. DRILL HOLE AS SHOWN (I USED 0.6 MM BIT). THEN CUT VEE OFF SECTION (MINE IS 3MM WIDE)



NOW FLATTEN TOP OF INVERTED VEE



THEN CUT A SECTION OUT OF A WOODEN BLOCK

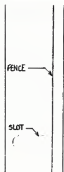


APPLY SLIGHT DOWNWARD PRESSURE WITH THUMB AND FOREFINGER TO KEEP DOWEL IN PLACE. WORKS WELL ON EVEN 3 PIECE MASTS WITH CROW'S NESTS AND USING VEE BY ITSELF ON BOWSPRIT. BE CAREFUL ABOUT BENDING AND POSSIBLY BREAKING VERY SMALL BITS.

*PJB*

## TAPERING JIG FOR SPARS

FIRST A JIG IS NEEDED FOR A ROUTER/LAMINATE TOOL. THIS JIG SHOULD 20-30 CM LONG (WIDTH IS DEPENDENT ON YOUR ROUTER BASE). GLUE FENCE TO BASE. CUT SLOT TO SIZE OF BIT YOU CHOOSE TO USE.



CLAMP JIG TO ROUTER BASE WITH C-CLAMP. NOW RUN A PIECE OF WOOD THRU ROUTER AND MAKE 3 OR MORE DIFFERENT DEPTHS. I MAKE MINE WIDTH OF MY MITER BOX. THIS PIECE WILL BE GOOD FOR HOLDING MAST SECTIONS IN PLACE FOR GLUING. CUT INTO CUSTOM SECTIONS.

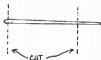


NOW YOU ARE READY TO BUILD THE TAPERING JIG. THIS TIME GLUE A BIT OF A TONGUE DEPRESSOR TO THE BOTTOM SIDE AT ONE END OF YOUR PIECE OF WOOD. NOW WHEN IT IS RUN THRU THE ROUTER THE GROOVES TAPER UNIFORMLY AND BY MAKING AT LEAST 3 GROOVES OF VARYING DEPTHS YOU HAVE A GREAT JIG FOR TAPERING MASTS AND VARS. GLUE SAND PAPER TO A BLOCK OF WOOD AND RUN IT OVER THE GROOVES WHILE YOU TURN YOUR SPAR WITH THUMB AND FOREFINGER. I GET MUCH MORE UNIFORM SPARS AND VERY THIN.

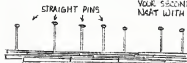


Ed

## PLANKED DECKS

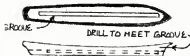


CUT A BUNCH OF FLAT TOOTHPICKS SO THE ROUND END AND THE POINT IS GONE. MIX WHITE GLOE WITH BLACK ACRYLIC PAINT. ON A PIECE OF SCRAP PLYWOOD MAKE A STRAIGHT LINE OF PINS TO HOLD YOUR DECK IN PLACE AS YOU ASSEMBLE IT. USING A NEEDLE IN A PIN VISE MAKE YOUR FIRST ROW AND APPLY BLACK GLOE AND START YOUR SECOND ROW. NO NEED TO BE NEAT WITH GLOE, MOST OF IT GETS SANDED



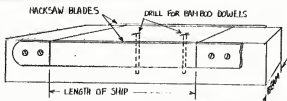
OFF LATER. VARY YOUR STAIN DEKARS AND MAKE YOUR DECK 1 1/2 TIMES THE SIZE NEEDED. WHEN ALL THE TOOTHPICKS ARE IN POSITION USE YOUR FORE-

FINGER TO SPREAD GLOE WELL INTO THE SEAMS AND MAKE SURE IT IS FLAT. AS THE GLOE SETS YOU MUST MOVE THE DECK GENTLY SEVERAL TIMES BY PUSHING IT SO THAT IT WILL NOT ADHERE TO THE PLYWOOD BASE. WHEN GLOE IS SET UP ENOUGH FOR SANDING TACK DOWN A PIECE OF 220 GRIT SANDPAPER AND PUSH YOUR DECK BACK AND FORTH TO REMOVE EXCESS GLOE AND LEVEL THE TOOTHPICKS. I STAIN MY DECKS LIGHTLY WITH A YELLOW (GOLDEN) TEAK STAIN. DECKS WERE HEAVILY HOLY STAINED WHY BACK WHEN WHICH MADE DECKS ALMOST WHITE - SO EASY ON STAIN. I USE A KNIFE TO CUT TO SHAPE THEN CLEAR NAIL POLISH TO FINISH.



THE BLACK GLOE MAKES VERY CLEAR SEAMS AND ALTHOUGH THEY ARE A BIT LOST ONCE THE SHIP IS IN THE BOTTLE, THEY PROVIDE A GOOD WAY TO RUN PULL STRINGS FORWARD AND

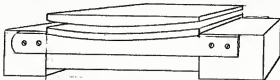
WHEN YOU DRILL TO MEET THE GROOVE YOU CAN PICK A CONVIEN T SPOT FOR LATER STRING CUTTING. THEY ALSO MAKE PAINTING THE INSIDE BULWARKS A SNAP. I'VE USED THEM ON ALL MY SHIPS.



CUT AN OLD HACKSAW BLADE IN HALF THEN CLAMP TWO HALVES TOGETHER AND DRILL 4 HOLES AS SHOWN. NOW BOLT THESE HALVES TO WOOD STOCK FOR SHIP HULL. MARK WOOD AND BLADE WITH HULL LENGTH AND REMOVE HACKSAW BLADES. DRILL HOLES FOR BAMBOO DOWELS AND CUT OUT HULL SECTION.



BOLT HACKSAW BLADES TOGETHER AGAIN (MINUS THE WOOD) AND USING A FILE SHAPE IN THE SHEER LINE OF YOUR SHIP. NOW REASSEMBLE WITH HULL SECTION AND WOODEN END PIECES. PUSH HULL SECTION UP TO DESIRED LEVEL AND CLAMP JIG SECURELY IN A VISE.



USING A COPING SAW YOU CAN NOW CUT THE HULL SECTION AS MANY TIMES AS NECESSARY. REMOVE HULL SECTIONS AND INSERT BAMBOO DOWELS AND YOU ARE READY TO SHAPE YOUR HULL. I USED THIS WHILE BUILDING HMS VICTORY AND HAD GREAT RESULTS.

*Bob*

HULL SPLITTING JIG

---

## Notes From The Membership Chairmaa by Don Hubbard

I received a typical query from a bookstore called *The Bookstorebell*, in Mineral Wells, Texas, asking if my ship-in-bottle book was available, and if so, how much? I gave them the information, received an order, and sent off the book. Their payment came about a week later with a nice letter of explanation from the owner, Heidi Satsbell. She told me that explaining that the new owner loved the book, and that he is a prison guard at some nearby Texas prison. He noticed that many of the inmates were making ships in coke bottles and became interested in the craft. So you don't have to be a blue water sailor to enjoy our art. Anyone who has time on their hands can stay busy. I wonder if any of these poor guys know about our Association?

Bob Frederick (Seattle, WA) sent me a really unique wedding gift a few months ago. It is a small shadow box (6" by 8" OD) with a model of the *Pilot Schooner Little of Boston*. This little beauty is now on the desk in my office. The picture alongside does not do it justice, but will give you some idea what she looks like. On the glass he has run slooting down with a poor guy at the helm. The schooner is pulling a dingy to be used in the transfer to the incoming ship off to the far right. There is detail



with reef points, pilot flag, a background lighthouse, an attractive sky and realistic whitecaps. This shadow box represents a lot of work, but like a bottled ship, will be around for many years for people to enjoy. Since it is a miniature, many of you might want to try your hand at creating one. Thanks Bob.

Bill Johnston, our long-time member living in Langhorne, PA, is editor of a great woodcarvers newsletter, Quips and Chaps. When I received the March, 1999 edition of the letter I found that Bill had used the cover to send this little note about Jesse Ventura, an honest politician in Minnesota, and a Navy man (Seal Team class 4 at the Naval Amphibious Base here in Coronado). I thought the note was wonderful and have asked Bill's permission to pass it on to you.

After being bombarded with all the news coming out of Washington, like everyone else, I'd had it up to the eyeballs with our sterling politicians. With this in view, it came as a pleasant surprise to read of the victory of the wrestler, Jesse Ventura, winning over the professional politicians in the race for governor in Minnesota. Instead of all the fancy speeches and the usual promises that are never kept, he ran as an independent which tickled me no end. He said he'd probably make many

mistakes but that he would give it his best and the people could count on his being honest with them. Said he didn't want the governor's big chauffeur limousine, he'd just keep on driving his own car.

Since he was an old Navy man, I put a little topside schooner in a bottle and sent it to him with a note congratulating him on his victory. I got the recent letter by return mail on the governor's stationery thanking me and signed by his wife, Terry Ventura, 1st Lady of Minnesota, telling me the ship-in-bottle will be on display in the library of the Governor's Mansion. Kinda' nice to know it was appreciated!!

A week later I received another letter again thanking me, but as a government official, he stated he was unable to accept gifts and asked my permission for him to donate it to a local charity and signed Jesse Ventura.

**Can you believe it, an honest politician!!**

Here is another (maybe fictitious) story about a ship-in-bottle guy looking for a better future. It was sent to me by **Adam Mello (Calistoga, CA)**

Seems that this elderly long-time ship-in-bottle builder decided to enroll in an auto mechanic school to learn the trade. The class was full of young people so he worked his tail off to do well.

Like any older guy, when the final exam came he worried if he would be able to complete the test with the same proficiency as his younger classmates. Most of the other students completed their exam in two hours. He, on the other hand, took the entire four hours allotted. That night he tossed and turned in bed dreading the next morning when the exam scores would be announced and posted on the bulletin board.

The following day he was surprised and delighted to learn that he had scored 150 % on his exam, so after class he spoke to his professor. "I never dreamed I could do this well on the exam. But how in heck did I earn a score of 150 %."

The professor replied, "I gave you 50 % for perfectly disassembling the car engine. I awarded another 50 % for a perfectly reassembling job, and then I gave you an additional 50 % for having done all of it through the muffler."

In a more serious vein, I received a letter from **Russell Retilly (Seattle, WA)** last March. Russell works aboard an oceanic research vessel based out of Seattle and he not only builds but collects bottled ships. He mentions that old bottled models turn up far less often now than they did, and that prices are a lot more expensive. "I think there are quite a few more people interested in them now. Fifteen or twenty years ago there were very few collectors and I could find 6 to 8 old bottled models in a years time. Now all I average is 2 or 3 a year."

This is a good point for all of you to consider. Our art is, in fact, receiving much greater recognition, and builders who sell should easily be able to command a greater price for their work.

That's about it for this edition. Please remember that we still have a few copies of the **Labourer ship-in-bottle tape**. Not expensive - only \$20.00 and that includes postage. The **Labourers** have been building bottled ships for years and the tape has lots of wonderful advice. Happy ship bottling.





Four of the seven new members we welcome aboard in this issue mentioned no experience with SIB's. Karl Dennis, of Aatoria, New York, Joseph Dearie, of Philadelphia, Pennsylvania, William Johnson, of Baton Rouge, Louisiana, and Steven Nelesen, of Cedartown, Georgia. Alan Barracough, of Philadelphia, Pennsylvania, has completed four including a Chinese Sampan, Dennis Bladine, of Stockbridge, Georgia, claims to be a beginner but has five to his credit after reading Don Hubbard's book. And last but not least another reader of Don's book is getting ready to start his first scratch built SIB, having gotten some practice with two Airfix SIB kits. Welcome aboard and remember, this Journal is about you, what you do and how you do it. So please send in those photo's of your work, and the hints, tips and articles. Questions, problems, send them in too. We will try to help.



Photo above of Bob Vieux table top work bench described in the article in this issue. I think the ship is the iron clipper YINHUO in a pinch bottle. Nice work Bob and thanks for the tips.



And in answer to Bob Frederick, of Seattle, Washington, Black & White if you can find it. And the five gallon work programmes, 4 piers, 10 houses ( with 3898 shingles ) 1 water tower, 6 boats, 55 crates, 50 barrels are complete. 1 crane, 10 ships and boats, 1 island, 1 light house, 1 hotel and 2 trees are semi finished. And for Bob DeJongste, I have been unable to find any glass maker willing to build a bottle with the dimension's needed to accept that one large ceramic house. Will keep trying.

C.L.Don Bradley sent in the photos below. He is still working on the W.W.I German Raider "Seeadler". I know he will send in some photos when it is done.



Above "King of the Cowboys" Roy Rogers And Trigger. Actual size.



Above Southern Ladies of the Civil War era 1/3 larger than actual size.



*Letters*  
from the members

Edgar ( Chip ) Fisher had two photos of his Moby Dick in 1998-4 issue. The photo below is his work of the C.S.S. Hunley The first successful submarine of the Civil War. " The soldier came from a Civil War playset. The ship is a resin model. I added the rivets and scribed the plates. It rests on a hand built H.O. scale track and hauler " Ed. note The movie about the Hunley was on TNT channel 29 last night.



Above The USS Hannah Chip built from a kit and put in a bottle.  
Sorry I had to crop those two photos Chip.

## GENERAL INTEREST MATERIAL ABOUT SHIPS-IN-BOTTLES

by Jack Hinkley,

President, Ships-In-Bottles Association of America

Because we frequently have general questions about ship-in-bottle museums and the activities of the ship-in-bottles associations around the world, I thought the following information would be useful to all of the membership. If any of you find information that is incorrect, or would like to add material to what I have here, please send it to me at 403 Ambler Avenue, Moon Township, PA 15108.

There are seven museums dedicated to bottleships that I have been able to locate:

1. Temposan Harbor Park, Osaka, Japan. Jozo Ukada, Curator and President of the Japanese Ships-in-Bottles Association.
2. Bottle Art Museum, Pattaya City, Thailand. Mr. Peter, owner (Bottle Shipwright 1997-3).
3. Flessenscherpes Museum, Enkhuizen, Netherlands. Curator, Jan Visser, the best SIB (Ships-in-Bottles) museum in Europe, probably best in the world according to Ralph Preston, Master Ship Bottler (Bottle Shipwright 1994-4).
4. SIB Museum, Neuburgmünster, Germany. Between Emden and Wilhelmshaven. Basement of the Hotel Anderson. (Bottle Shipwright 1994-4).
5. Buddelschiff Museum, Tangerhütte, Germany. Hans Euler, Owner.
6. Wedel SIB Museum, Wedel, Germany. (Bottle Shipwright 1994-4).
7. "Flask Peter" Museum, Aesøskøbing, Denmark. On the island of Aesø, Denmark. Per Jakob Fahlen, curator. This is the oldest SIB Museum anywhere. The collection comprises the lifetime work of "Flask Peter" Jacobsen. (Bottle Shipwright 1994-4).

Following are museums that have SIBs on display. There may be more.

- San Francisco Maritime Museum, San Francisco, California, USA
- Columbia River Maritime Museum, Astoria, Oregon, USA
- Allen Knight Maritime Museum, Monterey, California, USA
- Seattle Historical Museum, Seattle, Washington, USA
- Vancouver Maritime Museum, Vancouver Island BC, Canada
- Los Angeles Maritime Museum, Los Angeles, California, USA
- Cabrillo Maritime Museum, San Pedro, California, USA
- San Diego Maritime Museum, San Diego, California, USA
- USS Constitution Museum, Charlestown, Massachusetts, USA
- Penobscot Maritime Museum, Searsport, Maine, USA
- Ships of the Sea Maritime Museum, Savannah, Georgia, USA
- Williamstown Maritime Museum, Williamstown, Victoria, Australia
- Sydney Maritime Museum, Birkenhead Point, New South Wales, Australia
- Newcastle Maritime Museum, Merewether, New South Wales, Australia
- Maritime Museum of Tasmania, Tasmania, Australia

# BOTTLESHIP



EUROPEAN  
ASSOCIATION  
of  
SHIPS IN  
BOTTLES



1998



#### TO WHOM IT MAY CONCERN:

The Association is a non-profit making organisation of approximately 170 Members who produce their own magazine, 'BottleShip', four times a year; it is for circulation solely within the membership and is strictly not for resale.

Current subscription rates are (per annum) - £12 U.K., £13 rest of the world \$20 U.S.A. and Canada

**MEMBERSHIP** is granted to all persons.

For further information, please write to the **MEMBERSHIP SECRETARY** to whom Membership fees should be sent.

Pat Labintour, "Seascope", King Street, Robin Hood's Bay  
North Yorkshire YO22 4SW -tel. 01947 880512

Sterling Cheques or Foreign paper currency only, please.

Queensland Maritime Museum, Brisbane, Australia  
Spanish Naval Museum, Madrid, Spain

There are seven ship-in-bottle associations world wide:

1. The Ships-In-Bottles Association of America
2. The European Ship-In-Bottles Association
3. The Japanese Ships-In-Bottles Association
4. The French Ships-In-Bottles Association
5. The Dutch Ships-In-Bottles Association
6. The German Ships-In-Bottles Association
7. The Norwegian Ships-In-Bottles Association

**Association Activities:**

In regard to reviews or competitions there is no set policy for conducting such events. Each bottleship Association and there are seven major ones, conducts their own meetings and set the agendas for those meetings, and competitions may or may not be included. Our own Association has tried to have what we call a Conference or meeting of members about every two years since our inception. We have tried competitions with varied opinions of the results. I expect our next Conference will probably not include a competition, however the decision is up to the members. Our members are encouraged to bring their work to the Conferences and we generally see their best work. We try to select a site with marine atmosphere for our Conferences; often at a Maritime Museum with the support of the museum.

Because of the maritime heritage of our country we encourage the use of "Folk Art" to describe the building of ships in bottles and our goal is to preserve that venerable nautical art. The quality of our members work equals that of any in the world and ranges from that of beginners to works that are almost unbelievable to behold.

**Books and Plans**

Books and plans are plentiful. There are companies who sell plans for hundreds of ships which, of course, must be reduced in scale and/or size to be accommodated in a bottle. Most of the known bottleship Associations produce a Journal (magazine/newsletter) which contains drawings of ships which are adaptable to bottling.

Jack Hinkley

**DEATH BECOMES THE GHOST****TWO PART VIDEO****\$29.95****(THE GLORY / THE SHAME)****NEW RELEASE March 1997****Gravitz Productions • Winner, TELLY AWARD, 1997****Winner: MCT Award, 1997 Executive Producer: Kip Campbell American Producer: Patrick Whelan Director-Editor: Jean Lenzberg A-Grade Productions****"Death Becomes The Ghost" Part I "THE GLORY"**

Ten US Navy L-rimmers were lost in enemy action in WWII. All survived except one, but only one was given the opportunity to die fighting in a classic, close combat warrior engagement. After displaying fear and submission in the Java Sea Battle, the Phoenix and Perth ran into a second Japanese Battle Fleet. Only one return remained - escape. As the Houston went down, a sailor urged a Marine gunner to leave his post. The gunner replied "I have one round left and by God, I'm using it!" He was never seen again. Such is the war: turned to watch as the ship went down, her superstructure flooded with light from the enemy ships. "Dunkirk" Cooper said, "I was proud to see my flag at 4:40 burning gently in the breeze as it signaled the team had disappeared." About one third of the crew survived the sinking.

**"Death Becomes The Ghost" Part II "THE SHAME"**

Survivors of USS Houston and USSAN Perth were to pay dearly for the privilege of life. Those that did not die, early of wounds or a brain of murder, were soon assigned as slave labor to build the cross-Borneo railway. This is the railway made famous in the movie "The Bridge On The River Kwai". During their term were US Army troops of the 131st Field Artillery, Texas National Guard, who were captured when Java fell. Thousands of other Allied POWs and hundreds of thousands of natives were all pressed into slave labor for the construction of the railroad. Death and disease were rampant. They were also unfortunate victims of American bombing raids on the railroad. Hell might be a better place. Yet, some survived, and they tell the story here that governments at home will understand the sacrifice. The means of their return home are now revealing and touch the soul of compassion. The movie ends with a note of optimism for the future. There are linked types of people.

Gravitz A Productions 270 Sparks Ave 104-234 Sparks NJ 07871 973-380-0291 <http://www.gravitz.com>

# Handblown Bottles



from  
**Church & Maple  
Glass Studio**  
Burlington, VT 05401  
phone/fax (802) 863-3880

Approximately	4" x 8"	\$ 35
	6" x 11"	\$ 65
	8" x 15"	\$ 95

+ 7% packing/shipping

All with  
1" necks

Custom Orders upon request

## E-MAIL ADDRESSES

Alan Adler (adler@alnet.com)  
 Lee Aldrich (aldrich@ix.netcom.com)  
 Jochen Borkowski (jochenborkowski@aol.com)  
 Robert Blandford (rb.blandford@compuserve.com)  
 Gwyn Blinn (blinn@cc.cmu.edu)  
 Andy Blinn (ablinn@comcast.net)  
 Bernd Brunn (brunn@144@web.de) [brunn@144@web.de](mailto:brunn@144@web.de)  
 Saul Burt (burt@comcast.net)  
 Rod Brown (brun@comcast.net)  
 Ralph Browning (rbrowning@comcast.net)  
 Bernd Brunn (brunn@144@web.de)  
 Howard Chapman (H243.2795@compuserve.com)  
 Gal Chakosson (galchakosson@comcast.net)  
 Roman Cherednik (romancherednik@worldnet.att.net)  
 Maurice Combs (combs@comcast.net)  
 Don Cottrell (dottrell@comcast.net)  
 John D. Davis (jddavis@att.net)  
 John G. Dumas (jdumas@comcast.net)  
 Glenn Engler (engler@comcast.net) NEW  
 Robert Evans (robert@comcast.net) NEW  
 Chip Fisher (chipfisher@aol.com)  
 Richard Figgis (rfiggis@comcast.net)  
 Don Hubbard (dhubbard@aol.com)  
 jfox@win.bright.net (John Fox III)

Paul J. Iverson (piverson@subcity.net)  
 Bob de Jonghe (bobdejonghe@comcast.net) NEW  
 Jon Kaurse (jkaurse@indiatelnet.com)  
 Patricia Lechner (lechner@comcast.net)  
 Andrew Lee (andrew.lee@comcast.net) NEW  
 Adam Mello (adamello@comcast.net) NEW  
 Don McLaughlin (dml@comcast.net) NEW  
 Roland Miao (miao@comcast.net) NEW  
 Steven J. Nelson (stevenjnelson@comcast.net)  
 Tim Norrison (timnorrison@comcast.net)  
 Anton Popov (popov@comcast.net)  
 Klaus Rauter (klausrauter@comcast.net) NEW  
 James T. Scofield (jtscofield@comcast.net)  
 Kevin Seaton (kseaton@comcast.net) NEW  
 David Smith (dsmith@comcast.net) NEW  
 Steve Smith (smith@comcast.net) NEW  
 Ralph Sprague (rsprague@comcast.net)  
 George D. Vukobratovic (gvukobratovic@comcast.net) NEW  
 Randy Westervelt (westervelt@comcast.net)  
 World Wide Web server (<http://www.shipbottlers.net>)  
 Dutch SIB (<http://home.dcs.nyu.edu/~sib/>)  
 SIB History Page (<http://www.fandom.com/sib/2-3.htm>)

Ralph's Propaganda Sheets  
<http://www.fandom.com/sib/>  
[hit\\_the\\_bottle.html](http://www.fandom.com/sib/)

## The Ship Bottlers



No. 64 1998

### To Readers of "THE SHIP BOTTLETS"

My name is Kaneharu Hata and I am a member of The Japanese Ship-Bottle Association.

The pictures of my works are on a Japanese organ entitled "THE SHIP BOTTLETS" (Vol. 66 also to II upside, Vol. 61 page 3 downside).

SIB Associations in foreign countries have homepage by Internet, but we don't have a homepage yet. We are planning to establish our homepage this summer.

Please tell me your HP URL by E-mail if you use internet or have homepage on SIB.

We would like to provide the members at Japanese of information on SIB.

My E-mail address is :

[kaneharu@comcast.net](mailto:kaneharu@comcast.net)

Kaneharu Hata



### **HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS**

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. *One way to minimize these is to take your picture outdoors on an overcast day.* Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.

### **MAKING SHIPS IN BOTTLES**

In recent years there has been, world wide, a huge resurgence of interest in this traditional sailor's craft. LEON LABISTOIR, late President of the European Association of Ships in Bottles, devoted over 40 years of practical experience in fostering this interest. All his time-proven methods have been published in a **BOOK** which is now regarded as a major work on the subject. Precise text, photographs and working-size plans assist the modeller to make six different ships in bottles, from Regatta to Advanced. As format, 104 pages, 37 photos, 86 plans & line drawings, full colour cover. Price \$28 surface, \$36 airmail.

### **MAKING SHIPS IN BOTTLES**

Now available in USA compatible **VIDEO**, Leon and his wife Patricia take the would-be ship in bottle maker easily and patiently into a totally fascinating hobby. This video is a fully professionally made production, running for approx. 70 minutes, showing clearly all stages in producing an excellent first model. There are maybe tips for the more experienced, too! Price \$29 surface, \$35 airmail.

### **MAKING SHIPS IN BOTTLES**

Matching **KIT** of essential parts, tools and materials can now 'get you started' quickly...in sessions sufficient for making TWO ships in bottles - the 2 masted 'Regatta' and a Three Masted Barque. Bottle not included. Price \$45 surface, \$56 airmail.

All available from: Warrier Arts, Soncage, King Street, Robin Hood's Bay, N.York, England. YO22 4SH  
STERLING CHEQUES or DOLLAR BILLS ONLY, please. VISIT MY WEB SITE for further details & color pictures - <http://www.soncage.demon.co.uk>

# THE SHIPS IN BOTTLES ASSOCIATION OF AMERICA

## ORDER FORM

TO: RAY HANDWORKER, 5075 FREEPORT DR., SPRINGHILL, FL. 34606

Please send:

- ( ) WHITE T-SHIRT CAP  
WITH STRIP DESIGN @ \$ 6.00 \_\_\_\_\_
- ( ) T-SHIRT WITH  
STRIP DESIGN @ \$12.00 \_\_\_\_\_  
Small, Medium or Large \_\_\_\_\_
- XL/Large Available @ \$ 3.00 additional  
XX/Large Available @ \$ 5.00 additional.

Total Enclosed \_\_\_\_\_

- ( ) sw.  
( ) med.  
( ) lg.  
( ) x/lg.  
( ) xx/lg.



WHITE ONLY.



DO NOT SEND CASH--CHECK OR MONEY ORDER ONLY. MADE PAYABLE TO RAY HANDWORKER, 5075 FREEPORT DR., SPRINGHILL, FL. 34606.  
NEW-- GOLF SHIRTS--short sleeve pullover, one pocket STRIP logo three pocket, sw, med, lg, \$20.00 x/lg, \$23.00 xx/lg, \$26.00  
( ) GOLF SHIRTS \_\_\_\_\_

Show the flag and support your Association by displaying our tee shirt!

## Order Blank

To: Ray Handworker, 5075 Freeport Dr.  
Springhill, Fl. 34606.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Please send:

( ) 1 each Embroidered Address @ \$5.00

( ) 1 each decal @ 1.32 each or 13.20 each

( ) 1 each metal badge @ \$4.00

Total enclosed \_\_\_\_\_


ADVERTISING RATES.  
Business Card- \$10.  
1/4 One Quarter Page- \$20.  
One Third Page- \$30.  
Full Page- \$ 60.

The copy will be printed in four consecutive issues (1-year) from the closest publication data of receipt. Checks for ads should be made payable to "The Ships-in-Bottles Association of America" and sent along with ad copy to: Mr. Don Hubbard, P.O. Box 180550, Coronado, Ca. 92178.

DO NOT SEND CASH--Check or money order only.  
Made payable to Ray. Handworker, 5075  
Freeport Dr. Springhill, Fl. 34606.

## Answers To The Quiz

1. 100 years, from 1817 to 1917. 2. Decatur. 3. From Long and House. 4. November 18. 5. 1817 years, of course. From 1818 to 1918. 6. 1817 years, of course. 7. 1817 years, of course. 8. 1817 years, of course. 9. 1817 years, of course. 10. 1817 years, of course. 11. 1817 years, of course. 12. 1817 years, of course. 13. 1817 years, of course. 14. 1817 years, of course. 15. 1817 years, of course. 16. 1817 years, of course. 17. 1817 years, of course. 18. 1817 years, of course. 19. 1817 years, of course. 20. 1817 years, of course. 21. 1817 years, of course. 22. 1817 years, of course. 23. 1817 years, of course. 24. 1817 years, of course. 25. 1817 years, of course. 26. 1817 years, of course. 27. 1817 years, of course. 28. 1817 years, of course. 29. 1817 years, of course. 30. 1817 years, of course. 31. 1817 years, of course. 32. 1817 years, of course. 33. 1817 years, of course. 34. 1817 years, of course. 35. 1817 years, of course. 36. 1817 years, of course. 37. 1817 years, of course. 38. 1817 years, of course. 39. 1817 years, of course. 40. 1817 years, of course. 41. 1817 years, of course. 42. 1817 years, of course. 43. 1817 years, of course. 44. 1817 years, of course. 45. 1817 years, of course. 46. 1817 years, of course. 47. 1817 years, of course. 48. 1817 years, of course. 49. 1817 years, of course. 50. 1817 years, of course. 51. 1817 years, of course. 52. 1817 years, of course. 53. 1817 years, of course. 54. 1817 years, of course. 55. 1817 years, of course. 56. 1817 years, of course. 57. 1817 years, of course. 58. 1817 years, of course. 59. 1817 years, of course. 60. 1817 years, of course. 61. 1817 years, of course. 62. 1817 years, of course. 63. 1817 years, of course. 64. 1817 years, of course. 65. 1817 years, of course. 66. 1817 years, of course. 67. 1817 years, of course. 68. 1817 years, of course. 69. 1817 years, of course. 70. 1817 years, of course. 71. 1817 years, of course. 72. 1817 years, of course. 73. 1817 years, of course. 74. 1817 years, of course. 75. 1817 years, of course. 76. 1817 years, of course. 77. 1817 years, of course. 78. 1817 years, of course. 79. 1817 years, of course. 80. 1817 years, of course. 81. 1817 years, of course. 82. 1817 years, of course. 83. 1817 years, of course. 84. 1817 years, of course. 85. 1817 years, of course. 86. 1817 years, of course. 87. 1817 years, of course. 88. 1817 years, of course. 89. 1817 years, of course. 90. 1817 years, of course. 91. 1817 years, of course. 92. 1817 years, of course. 93. 1817 years, of course. 94. 1817 years, of course. 95. 1817 years, of course. 96. 1817 years, of course. 97. 1817 years, of course. 98. 1817 years, of course. 99. 1817 years, of course. 100. 1817 years, of course.

There are still a few copies of the 10th Anniversary cover, that was painted by the late Georgia Pinter, available and suitable for framing. (Mina looks great framed) Carolyn Pinter could use a little help. Coat is still \$25. including shipping and handling. Send check made out to her at 5 Marjorie Dr. Halifax, Ma. 02338.

**PERMISSION TO PUBLISH** revised 1997

I, \_\_\_\_\_, hereby grant the Editor of the Bottle Shipwright  
permission to publish the enclosed article/manuscript entitled: \_\_\_\_\_  
Photo/s captioned: \_\_\_\_\_  
and written/photographed by: \_\_\_\_\_

(please print name in full)  
Cartoon/s, trademark/s, newspaper/magazine/newsletter articles or photographs,  
captioned/entitled: \_\_\_\_\_  
Written/drawn/photographed by: \_\_\_\_\_

(please print name in full)  
I, \_\_\_\_\_, hereby also grant the Editors of Buddieschiff Express,  
(Germany) The Ship Bottlers, (Japan) Rose des Vents, ( France) The Bottle Ship ,  
(European ) Welkom aan Boord , ( Netherlands ) permission to publish the enclosed  
article/manuscript entitled: \_\_\_\_\_  
Photo/s captioned: \_\_\_\_\_  
and written/photographed by: \_\_\_\_\_  
Granted, \_\_\_\_\_ Not granted, \_\_\_\_\_ Indicate yes or no and initial.

**IF MATERIAL DID NOT ORIGINATE WITH THE  
PERSON SUBMITTING MATERIAL**

Enclosed herewith is the permission slip from the copyright holder to reprint the  
article/s, photograph/s, cartoon/s, illustration/s, enclosed.

**GENERAL RELEASE**

I understand that the Ships-In-Bottles Association of America, and the Bottle  
Shipwright, are staffed by unpaid volunteers, and I agree to hold said staff,  
blameless/harmless, should my article/ manuscript/photo/cartoon, be libelous or violate any  
copyright or trademark rights of any person, corporation or company. I further agree that I  
will hold the Ships-In-Bottles Association of America or the Bottle Shipwright  
blameless/harmless for any costs, damages, expenses that may result from said libel or  
copyright infringement.

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip code: \_\_\_\_\_

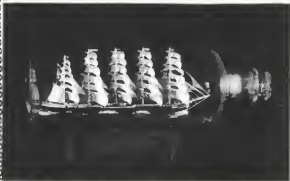
Area code and telephone number: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

This form must be submitted with any material for publication in The Bottle Shipwright.

Please fill in in ink. You may photocopy for additional materials or contact the editor for  
additional forms.





The Princess of Ontario Canada is the largest sailing ship  
both in size and the Princess is the largest sailing ship.

